



# City of Edmonds

## Community Services Department

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**Date:** October 16, 2002  
**To:** Mayor Haakenson, City Council members  
**From:** Stephen Clifton, AICP, Community Services Director  
**Subject:** Community Services Quarterly Report – October 2002

As requested by the City Council, this report has been prepared to provide an update on major projects currently being worked on by Community Services Department staff.

### **I. EDMONDS CROSSING**

#### **Description of the Proposal**

Edmonds Crossing is a regional project intended to provide a long-term solution to current operational and safety conflicts between ferry, rail, automobile, bus, and pedestrian traffic in downtown Edmonds. The Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Washington State Department of Transportation (WSDOT) (including Washington State Ferries [WSF]), and the City of Edmonds propose to relocate the existing state ferry terminal from Main Street, in downtown Edmonds, to another site farther from the downtown core. In the process, a multimodal center would be established that would integrate ferry, rail, and transit services into a single complex. A realigned SR 104 from its current intersection with Pine Street would provide access. The new complex would provide an upgraded ferry terminal designed to meet the operational requirements for accommodating forecast ferry ridership demand; a new rail station designed to meet intercity (Amtrak) passenger service and commuter rail (Sounder) loading requirements; a transit center that would meet local bus system and regional transit system loading requirements; facilities for accommodating both vehicular commuters and walk-on passengers of the available transportation modes (parking, drop-off areas, retail/concessionaire space, and waiting areas); and a system linking these facilities to allow for the safe movement of users.

#### **Significant Activities Since July 2002**

- City staff and consultants continue to work on responses to comments from the Signatory Agency Committee (SAC) in Olympia, Washington. In order to move forward and issue a Final Environmental Impact Statement (FEIS), SAC members

must express their support for Concurrence Point #3 (the last phase of the National Environmental Policy Act Merger Agreement process).

- August, September and October, 2002 – City staff attended weekly or semi-monthly meetings with representatives from Snohomish County to discuss Snohomish County's portion of the proposed Snohomish, King and Pierce County Regional Transportation Investment District funding scenarios. City staff will continue to attend these meetings as needed. Current Regional Transportation Investment District scenarios include \$124 million dollars for the Edmonds Crossing Multimodal Terminal project and \$26 million dollars for the SR 104 Edmonds Crossing Access project (part of the overall Edmonds Crossing project) from a possible .3% Sales and Use Tax, \$75 License Fee and .2% MVET, or .3%, .4% and .5% Graduated Sales and Use Tax, \$75 License Fee and .2% MVET. There is no guarantee that both projects will end up in a Regional Transportation Package next year. Additional information on this issue is available via the internet at <http://www.rtid.dst.wa.us/default.htm> .
- August 6, 2002 – City, WSF, WSDOT, Federal Highway Administration, and CH2M Hill staff met to discuss the Edmonds Crossing Environmental Impact Statement process and issues related to the proposed design of the ferry terminal at Pt. Edwards.
- October 9, 2002 – Washington State Ferries sent the City a cover letter and Funding Agreement related to WSF agreeing to participate financially in the Environmental Impact Statement phase (initial phase) of the Edmonds Crossing project. Within 30 days of executing the agreement, WSF will send the City of Edmonds \$40,000 to use as local matching funds toward federal grants. The City signed the agreement and mailed it to WSF on October 15, 2002.
- October 16, 2002 - City, WSF, WSDOT, Federal Highway Administration, and CH2M Hill staff met to discuss Concurrence Point #3 of the Edmonds Crossing Environmental Impact Statement process and issues related to the proposed design of the ferry terminal at Pt. Edwards.

## **II. SOUND TRANSIT**

### **Description of the Proposal**

During the past few years, Sound Transit has been implementing what is called the *Sound Move* Plan. One element calls for commuter rail services, otherwise known as Sounder. Commuter rail will eventually link Everett in the north with Seattle, Tacoma and Lakewood in the South, a total of 82 miles through three counties. Sounder is being implemented in three phases, one of which includes Everett to Seattle. Three commuter rail stations are planned along this corridor, i.e., Everett, Mukilteo and Edmonds.

The Edmonds Station will be located between the existing Amtrak Station and Main Street along both sides of the Burlington Northern Santa Fe (BNSF) tracks. The budget is \$8.062 million in 2001 dollars which will pay for environmental review, preliminary and final designs prepared by Streeter Architects, permitting, construction, and station elements such as ticket vending machines, platforms, canopies, parking, storm drainage control, lighting, signage, landscaping, etc. Station art, which will be provided on site, is a separate budget.

Everett-Seattle Sounder, at full operation, calls for 12 trains per day (or six round trips) and will include reverse trips. Specifically, four trains to Seattle and 2 trains to Everett in the morning, and vice versa in the evening. Initial service will possibly be phased in, starting with just one (roundtrip) train per day.

In an attempt to address future needs in the area, a culvert is proposed to be installed near the Marina Beach property beneath both BNSF Railroad tracks, concurrent with the construction of a second track. This will allow for the eventual daylighting of Willow Creek at the time the Edmonds Crossing project is constructed.

#### **Significant Activities Since July 2002**

- August , September and October, 2002 – Sound Transit is waiting for the Federal Transit Authority to give them approval to start final design for the Edmonds Station. The negotiations continue with BNSF about a Service and Construction agreement (the agreement that allows ST to run trains on the BNSF's tracks and build the Edmonds Station in BNSF right-of-way). The FTA wants to see an agreement in principle between ST and BNSF before they allow Sound Transit to enter into the next phase of design. This includes final design on the track and signal improvements (including the Willow Creek box culvert as well as the track and signal improvements in the Edmonds Station vicinity). Ron Sims, ST board chair, has set the goal of reaching an agreement in principle with BNSF by the end of 2002.

### **III. FIRE STATION #16**

#### **Description of the Proposal**

A new fire station is proposed at 8429 - 196<sup>th</sup> Street SW, Edmonds, Washington. The building footprint is approximately 10,000 square feet. Proposed amenities include office(s), a laundry, apparatus bay area, three (3) fire engine bays, aid and staff apparatus, equipment storage rooms, room, kitchen, dayroom, individual sleeping dorms for up to six firefighters, bathrooms, emergency power plant, and other amenities.

#### **Significant Activities since July 2002**

- August 6, 2002 – City Council authorized City staff to advertise for bids for Fire Station 16.

- September 13, 2002 – Building permit issued.
- September 13 and 20, 2002 – Advertisement for Bids published in the Daily Journal of Commerce.
- September 15 and 22, 2002 – Advertisement for Bids published in the Everett Herald.
- October 4, 2002 – City received 10 bids from contractors ranging from \$1,737,410 to \$1,879,614 (includes sales tax).

#### **IV. UNOCAL SITE CLEANUP**

##### **Description of the Proposal**

The UNOCAL property consists of an upper yard, which contained fuel storage tanks as recently as last year, and a lower yard which currently contains pipes, truck-loading racks, office buildings, etc. Additionally, petroleum contamination also exists in the soil and is floating in, and on top of, ground and surface water, resulting from more than 60 years of operation. Unocal is in the early stages of cleaning up the site.

##### **Significant Activities Since July 2002**

- August, September and October, 2002 – UNOCAL continued cleanup the upper yard and anticipates cleanup to be completed by the end of this year. During the past three months, nearly 14,000 tons of material was removed and disposed of off-site. The public meeting regarding the upper yard cleanup will likely be held in May or June 2003.

#### **V. Edmonds Public Facilities District**

##### **Description of the Proposal**

The City Council, pursuant to state law, approved the formation of the Public Facilities District at its April 24, 2001 meeting. A PFD is a separate municipal corporation that has authority to undertake the design, construction, operation, promotion and financing of a Regional Center in the city. The Public Facilities District board consists of five members appointed by the City Council on June 19, 2001.

During the past summer, the Edmonds Public Facilities District hired a few consulting firms and individuals to study the viability of the proposed project. These include hiring a project manager and contracting with firms to study improving the theater's facilities and systems, refining the business and marketing plan, fund raising, etc.

**Significant Activities Since July, 2002**

- August 20, 2002 – The Edmonds Public Facilities District (PFD) Project Manager, Project Architect and Financial Consultant attended a City Council meeting to present information on recent and future activities.
- September 27, 2002 – Snohomish County PFD (SCPFD) Board expressed support for the Edmonds Crossing project and adopted a revenue stream which includes an additional \$400,000 above the amount supported by the SCPFD in April of 2002.
- October 8, 2002 – City Council approved the Edmonds Public Facilities District (PFD) Business Plan and authorized the release of two million dollars as a contribution from the 1st Quarter Percent Real Estate Excise Tax (REET) to the Edmonds Centre for the Arts Project, subject to the execution of a four-party interlocal agreement and condition related to the selling of unneeded property. The 1st Quarter Percent REET is dedicated to the acquisition and purchase of park and cultural capital projects through City Council directive.